

The Hongkong Telegraph.

[ESTABLISHED 1881.]

NEW SERIES No. 5370

英一千九百零七年一月二十日

MONDAY, JANUARY 28, 1907.

一月廿八日正英香港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED \$24,000,000
CAPITAL PAID UP \$21,000,000
CAPITAL UNCALLED \$3,000,000
RESERVE FUND \$13,700,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU.
NAGASAKI. SHANGHAI.
LYONS. NEWCHWANG.
SAN FRANCISCO. MUKDEN.
BOMBAY. PORT ARTHUR.
TIENTSIEN. CHEFOO.
PEKING. DALNY.
KORE. TIE-LING.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.
On Fixed Deposits for 12 months at 5 per cent.

" " 6 " 4 "
" " 3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd September, 1906. [17]

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID UP \$800,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$800,000
RESERVE FUND \$975,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS, 4 PER CENT.

" " 6 " 3 "
" " 3 " 3 "

T. P. COCHRANE
Manager.

Hongkong, 16th May, 1906. [23]

**INTERNATIONAL BANKING
CORPORATION.**

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$3,250,000
RESERVE FUND GOLD \$3,250,000

HEAD OFFICE:—
NEW YORK.

LONDON BANKERS:
THREADNEEDLE HOUSE, E.C.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business, receives
Money in Current Account, at the rate
of 2% per annum on daily balances and accepts
Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.
" " 6 " 4 "
" " 3 " 3 "

No. 9, Queen's Road Central,
Hongkong.

CHAS. R. SCOTT,
Manager.

Hongkong, 2nd January, 1907. [18]

**NEDERLANDSche HANDEL-
MAATSCHAPPIJ.**
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000).
RESERVE FUND FL. 5,000,000 (\$47,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Semarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Paseroan, Tjilatap,
Padang, Medan (Del), Palembang, Kola-
Radja (Acheen), Telok-Senawa (Acheen);
Bandjermasin.

Correspondents at Macassar, Bombay; Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit on its Branches and cor-
respondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.
Do 6 do 4% do.
Do 3 do 3% do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [20]

Hotel.

HOTEL CRAIGIEBURN,
PLUNKETT'S GAP, the PEAK, near the TRAIN TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2d July, 1906. [21]

MONDAY, JANUARY 28, 1907.

一月廿八日正英香港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Prints.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO	About 30th Jan.	Freight and Passage
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.	COLONIA, PORT SAID and PALMA	January 3rd	Freight only
HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per annum on the Daily Balance.	YOKOHAMA	February	Freight only
ON FIXED DEPOSITS: For 3 months, 2% per cent. per annum. For 6 months, 3% per cent. per annum. For 12 months, 4% per cent. per annum.	DELTA	9th Feb., Noon	See Special of Call
J. R. M. SMITH, Chief Manager, Hongkong, 12th January, 1907.	Capt. G. W. Gordon, R.N.R.		
	Capt. C. L. Daniel		
			For Further Particulars, apply to
			E. A. BEWETT, Superintendent.
			Hongkong, 28th January, 1907.

Intimations.

LANE, CRAWFORD & CO.

DRESS SHIRTS,

\$16.50 and \$25.00 per half-dozen.

IRISH LINEN COLLARS,

ALL SIZES

\$4.00 per dozen.

WHITE DRESS GLOVES,

\$1.25, \$2.00, \$2.75 per pair.

LANE, CRAWFORD & CO.

Hongkong, 25th January, 1907.

V.O.S.

AND
EXTRA SPECIAL FINEST
LIQUEUR
ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 18th December, 1906. [38]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

CHEAP EXCURSIONS TO MACAO.

On SUNDAY, the 3rd February.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Time of departure from Macao 3 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare.....\$3.00

" " " on Monday.....\$1.00

" Single.....\$2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

W. E. CLARKE,

Secretary.

Hongkong, 28th January, 1907. [39]

Intimations.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tsinan, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoneseki, Miike, Wakamatsu,
Karatsu, Nagasaki, Kiotinbo, Sasebo, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI," (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arrears and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kihada, Mameda, Manoura,
Ozura, Otsuji, Sasahara, Tsukuburo, Yoshinotani, Yosho, Yunakibara and other Coals.

M. KOBAYASHI, Manager, Hongkong.

One of the most prominent Medical men of
China said:

“Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply.”

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LTD.,

and the Agents—

F. BLACKHEAD & CO.

Hongkong, 24th January, 1907.

THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS.

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

FOR LADIES! JUST IMPORTED!! DIRECT FROM PARIS!!!

Please call and see our EXQUISITELY EMBROIDERED, PARISIAN FINISHED
GOWNS and BLOUSES, &c., &c., latest exclusive designs.

OUR PRICES ARE BELOW ALL OTHERS.

Hongkong, 12th January, 1907.

[39]

Hotels.

VICTORIA HOTEL,

SHAMEEN, CANTON,

ON THE BRITISH CONCESSION.

MACAO HOTEL,

MACAO, CHINA,

IN THE CENTRE OF THE PRATA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

Shipping—Steamers.**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,138	W. A. Valentine.
"FATSHAN,"	2,460	R. D. Thomas.
"KINSHAN,"	1,995	J. J. Losina.
"HEUNGSHAN,"	1,998	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 3 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

**SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.**

S.S. "SUI-AN,"	1,651 tons	Captain T. Hamlin.
"SUI-TAI,"	1,651	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.

Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 3 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	150 tons	Captain E. H. Grainger.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.		
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.		

**JOINT SERVICE OF THE H.K., C. & MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.****CANTON-WUCHOW LINE.**

S.S. "SAINAM,"	588 tons	Captain J. Willow.
"NANNING,"	560	G. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 14th January, 1907.

JAVA-CHINA-JAPAN LINE.**REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.**

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ...	JAVA	Second half January	JAPAN	Second half January
TJILIWONG...	JAPAN	First half February	JAVA PORTS	First half February
TJIMAH!....	JAVA	First half February	JAPAN	First half February
TJILATJAP...	JAPAN	First half February	JAVA PORTS	First half April
TJIPANAS ...	JAVA	First half March	JAPAN	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LIEN

Telephone No. 375,
YORK BUILDINGS, 1st Floor,
Hongkong, 22nd January, 1907.

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WEST RIVER BRITISH STEAMSHIP CO.**HONGKONG-WUCHOW LINE.****S.S. "LINTAN" and S.S. "SAN-UI."**

THE steamers sail from HONGKONG to SAMEHUI, SHUISHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

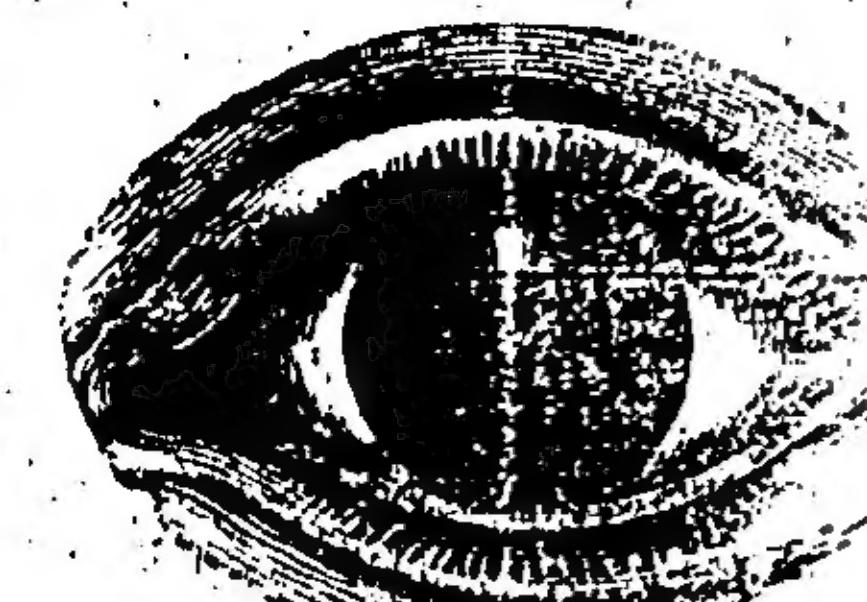
Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—
BUTTERFIELD & SWIRE,
AGENTS,
**WEST RIVER BRITISH S.S. CO.,
HONGKONG.**

Hongkong, 6th October, 1906.

[14]

EYES RIGHT!

**N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.**

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repair. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
11, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 27th November, 1906.

[44]

Dentistry.

Dr. M. H. GAUN.
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VRES ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 11th July, 1905.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.

Consulting Fee, £1.

[61]

Shells.**IMPERIAL GERMAN MAIL LINES.**

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.**STEAM FOR**

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANT, BLACK SEA AND BALTIc PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.**(SUBJECT TO ALTERATION.)****STEAMERS.****SAILING DATES.**

PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
Zieten	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.
BAYERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

S.S. "SACHSEN," Wednesday, 27th March, conveying H. M. THE KING OF SIAM, carrying second class passengers only.

ON WEDNESDAY, the 30th day of January, 1907, at Noon, the Steamship **PRINZ HEINRICH**, Captain P. Grotsch, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 28th January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 29th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 29th January.

Contents of Packages are required. No Purse Receipt will be signed for less than £2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA or GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN or SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

**JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.**

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.**(Subject to alteration.)**

Steamer.	Tons.	Sailing Dates.

<

Intimation.

Powell's
Ladies' Outfitters,
ALEXANDRA
BUILDINGS.

ELEGANT
FOOTWEAR
at
Reasonable Prices.

BLACK
GLACE
SLIPPER
Two Strap

\$6.25 Pair.

LACE
BOOTS

Softest Glace Kid,

\$9.50 Pair.

IDEAL LIGHT
WALKING
SHOE

Black Glace
Tan Calf

\$6.50 Pair.

with
LOUIS HEEL
Superior Finish
\$8.50 pair.

INSPECTION INVITED.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 28th January, 1907. [33]

Intimations.

Messrs. K. A. J. CHO
TIRMALL & CO.,
44, QUEEN'S ROAD CENTRAL,
LATE NO. 8, D'AGUILAR STREET.

A FRESH CONSIGNMENT OF
GRASS CLOTH,
AND
A VARIETY OF
LADIES' EMBROIDERIED
DRESSES.

ALSO
AN ASSORTMENT OF
MALTESE SILK LACE and
COLLARS, &c.
INDIAN RUGS.
AND ALSO
A VARIETY OF
SILKS.

Hongkong, 28th January, 1907. [43]

ST. STEPHEN'S COLLEGE.
THE Hon. Mr. F. H. MAY, C.M.G., will
Distribute Prizes to successful students in
the above-mentioned College TO-MORROW
(TUESDAY), 29th instant, at 12 Noon.
Hongkong, 28th January, 1907. [165]

COLONIAL SECRETARY'S DEPARTMENT.

INFORMATION has been received from
the Military Authorities that FIELD
FIRING PRACTICE will be carried out as
follows:—

On WEDNESDAY, the 30th January, and
FRIDAY, the 1st February:—

From Pine Apple Pass in a North-
Westerly direction against slopes of
Taimoshan.

On MONDAY, the 4th and 11th February:—
From Gindrinker's Bay in an Easterly
direction against Smugglers' Ridge.

On FRIDAY and WEDNESDAY, the 8th
and 13th February:—

From Gindrinker's Bay in a North-
Westerly direction against lower slopes of
Taimoshan.

The actual firing will probably continue
between 12 Noon and 3 P.M. or thereabout.

F. H. MAY,
Colonial Secretary.
Hongkong, 28th January, 1907. [161]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head
Quarter Office, Fletcher Street, until 12
o'clock Noon, on FRIDAY, the 15th of February,
1907, for the undermentioned SUPPLIES and
SERVICES, for the period of 12 months from
1st April, 1907:—

1. Meat.
2. Hospital Supplies and Medical Comforts.
3. General Supplies and Provisions.
4. Oil, Wick, and Barrack Supplies.
5. Coal, Coke, Wood and Charcoal.
6. Barrack Services and Scavenging.
7. Whistling.
8. Transport Services (Supply of Launches
Junks, Coolies, &c.).
9. Forage.

Forms of Tender and any particular can
be obtained on application to this Office,
personally or by letter, addressed to the Officer
Commanding Army Service Corps, between the
hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up, and
signed, and dated, and no Tender will be noticed
unless delivered upon the proper form at the
Head Quarter Office by 12 o'clock Noon on
the above date, in a closed envelope, marked
"Tender" on the outside.

The right to reject any or all Tenders is
reserved.

Head Quarters Offices,
Hongkong, 25th January, 1907. [156]

A. CHAZALON & CO.,
6, Queen's Road Central.

WHO have just received the Finest Ass-
ortment of ENGLISH and FRENCH
CONFECTIONERY from the best makers
of London and Paris;

ALSO
A Large Variety of LIQUORS, BOR-
DEAUX, PORT, SHERRY, WHISKY, &
c., from the most renowned houses in France
and other foreign countries.

Hongkong, 11th January, 1907. [46]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART, CURIOS, TEA
SETS, and SATSUMA WARE.

At Moderate Prices.
Orders Promptly Executed.

No. 5, ARSENAL STREET,
Hongkong.

Hongkong, 28th April, 1906. [35]

FIGHTING PHLEBITIS.

EDINBURGH PROPOSES TO MAKE NOTIFICATION COMPULSORY.

A good deal of interest has been aroused in
medical and public health circles by the action of
the Edinburgh Town Council in adopting a
recommendation for the compulsory notification
of phlebitis.

The matter had been before the council in
one form or another for seven or eight years,
there being a disinclination to rush matters in
view of the fears of a section of the community
that somewhat harsh action might be taken by
the authorities if too wide powers were con-
ferred upon them. On the other hand, it has
long been recognized by the public health
authorities that much could be done to prevent
the spread of the disease if proper precautions
were taken.

NO DRASIC STEPS.

It was also recognized that nothing could be
done until the authorities knew where the
causes were, and thus the first practical step

lay in the direction of compulsory notification.
Beyond this the authorities at Edinburgh have
not yet gone. No drastic action is contemplated,
such as, preventing a patient going about
his usual avocation if he is fit for it, or of for-
cibly removing a patient to the hospital against
his will.

INSPECTORS TO BE APPOINTED.

The first step is the setting aside of a
hundred beds at Colinton Hospital for bad
cases. Steps will probably also be taken to
ascertain the home conditions of every case
notified. Inspectors will be appointed to visit
the homes and see if the family have adequate
air space, and that everything is being done to
prevent the spread of the disease.

Every care will be taken to make the in-
vestigation as far from inquisitorial as possible,
and moral suasion will be the power used to
induce the patient to observe the necessary
regulations.

Much has already been done in the way of
imiting the ravages of the disease in the city,
and high hopes are entertained of substantial
results accruing from the new system.

PRAISE FROM THE PEKING ORPHANAGE
FOR DR. WILLIAMS' PINK PILLS.

The Sister Superior says the Sisters find them an excellent Remedy for
Anæmia (weak watery Blood), as well as for General Weakness,
Rheumatic Pains, and Stomach Troubles.

Sister Ellen, Superior of the Orphanage and
Dispensary attached to the Convent of the
Immaculate Conception at Peking, has favoured
us with permission to publish the following
letter:—

"Peking (China), July 21st, 1906."

"I, the Sister Superior of the Peking Orphan-
age, take pleasure in stating that we have found
the use of Dr. Williams' Pink Pills for Pale
People beneficial not only for our girl scholars
but also amongst

THE SISTERS THEMSELVES AND THE
OUTSIDE PUBLIC ATTENDING
OUR DISPENSARY.

"Owing to their uninterrupted work, and
also to the fact that they never get away from
Peking for a change of air during the hot
season, the Sisters at times become very

run down in health, and on such occasions
Dr. Williams' Pink Pills are very success-
ful. They have proved so too in several cases
of General Weakness, Rheumatic pains, and
feebleness of the Stomach.

"A young girl suffering from Chest Com-
plaint experienced great relief in taking Dr.
Williams' Pink Pills. A married woman en-
tirely run down by household cares and hard
labour got all right and strong again after a
few weeks' treatment by Dr. Williams' Pink
Pills. I remember also

THE CASE OF A MISSIONARY.

who was complaining very much of feeble-
ness of stomach and want of appetite. After using,
with perseverance, several bottles of Dr. Wil-
liams' Pink Pills this gentleman became quite
well. Speaking generally,

OUR DAILY EXPERIENCE ROVES

that Dr. Williams' Pink Pills are an excellent
remedy for General Weakness, and are
especially useful for cases of Anæmia in young
girls.

"They are used by us in a variety of cases
throughout the year. Whenever our patients,
orphans, and school girls are getting thin, pale,
weak or are losing appetite, Dr. Williams'
Pink Pills are the remedy we find almost
always efficacious.

(Signed) SISTER ELLEN,
The Superior of the Orphanage."

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Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and
SHERRIES bottled in Europe have
been especially selected and pro-
cured from the celebrated Firm of
C. G. SANDEMAN
SONS & CO.
London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALM DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED,
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

Attention is invited that for publication at "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 31ice Hongkong Road; and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any reported M.R.s, nor to return any contribution.

SUBSCRIPTION RATES IN ADVANCE

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The rates per quarter and per annum, proportional.

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Single Copy, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

At Shanghai, on January 23rd, Dr. FREDERICK J. TOOKE, of Siang-tan, to Dr. MARY E. FITCH, of Souchow.

DEATH.

On 26th January, 1907, FRANK J. MAITLAND, of Messrs. Maitland & Co., Ltd., Shanghai.

[163]

THE English mail of the 29th was delivered in London on the 26th inst.

purchases that produced the excessive accumulation of about 168,000,000 ounces in the Government vaults. That enormous stock has been coined and circulated, either as subsidiary coin or standard silver dollars against which paper money is now in circulation. Present prices appear less inflated, however, when it is realized that they are lower than the yearly average at any time prior to 1894, the London average in 1893 being 358 pence per ounce and 54.81 pence in 1877, the year of largest movement to India. Prior to that date the annual average price was about 60 pence per ounce at London. The claim that the market value of the white metal would be seriously depressed by the extension of the gold standard has been flatly refuted by the events of recent years, an actual rise of about 10 cents an ounce being at present recorded from the low record touched in 1902, despite the long strides toward establishing the civilized world on a uniform gold basis. For a time Mexico was able to realize a profit by the sale of its silver pesos as bullion, but is now actually seeking silver from abroad for subsidiary coinage. Demand is also noticed for mints in many leading European nations. The question of the moment is whether production can be increased sufficiently to check the advance in price, as consumption gives no evidence of curtailment. Possibly demand for use in the arts may fall off, although there is no present prospect of a reduction in the estimate of 600,000,000 ounces annually, particularly with leading nations so prosperous. The world's yield is placed at 1,70,00,000 ounces for 1906, a slight increase over every year since 1901, and a further gain should follow the attractive level of quotations, while the United States should certainly regain the small estimated decrease from its high-water yield of 63,500,000 ounces in 1892. Low-grade ore that has not been profitable to work will again attract attention, and reopening of old mines may result from the discovery of new deposits heretofore overlooked. At the lowest point on record the bullion value of the American standard silver dollar was not quite 40 cents. It is now much less flat in character, but this fluctuation may disorganize the coinage systems of new nations, in order to put silver money on a fair basis issued it at a ratio of 32 to 1. As this is no longer the proportion, there is danger that those countries may find silver coins going out as exports of bullion, and one remedy may be the reduction of bullion value in silver coins. Yet any effort to seek the maintenance of intrinsic value, instead of merely a subsidiary coinage with the nation's credit back of it, must lead to endless complications. So that the end so devoutly desired of the sterling men is yet afar off if the predictions of financial experts are to be trusted, and only those who elected to be paid in the currency of the country can afford to look on the enhanced price of silver with anything approaching equanimity.

LOCAL AND GENERAL.

THE English mail of the 29th was delivered in London on the 26th inst.

TO-MORROW will be the Speech Day of St. Stephen's College. The Hon. Mr. May, C.M.G., is to distribute the prizes to successful students at 12 o'clock noon.

MR. T. Scrimgeour Smith, before taking up his appointment as a puisne judge in the Straits Settlements, will proceed to Europe on nine months' leave of absence. He leaves by the 8th Mongolian to-morrow and will embark from Blake Pier at 11.15 a.m.

THE ANNUAL meeting of the Hongkong Benevolent Society is to be held to-morrow, in the City Hall, at noon. The Hon. Mr. F. H. May, Colonial Secretary, will preside, and it is hoped that there will be a larger attendance of those interested in the Society's work.

As a mark of respect to one of the members, the late Mr. S. E. Lefcett, whose funeral took place at Shanghai on 21st inst., the Stock Exchange was closed to business all day. Owing to the privacy always attendant on Parsee funerals the members could not attend the ceremony in Foochow Road.

SIXTEEN steamers are now being built at the Mitsubishi Yard at Nagasaki and the Kawasaki Dockyard at Kobe, with a bounty granted according to the Shipbuilding Encouragement Law. The tonnage of these steamers aggregates 54,000 tons, which is to be fitted with turbine engines, for the Toyo Kisen Kaisha, is among the number.

A SHANGHAI firm has received the following interesting communication:—"Dear Sir, The Chinese calendar in your company is glance in looking, to be sure surpassing all the others; and also it is gigantic beyond example in connexion with its fine spectacle, while I look at it. I shall be very much obliged, if you will kindly give me some pieces, as I have great deal interest of it."

FOOTBALL, CHALLENGE SHIELD.

The draw in the second round is:—Y.M.C.A., "G" Coy, 3rd Middlesex Regt; Royal Engineers, "King Alfred"; Royal Artillery, "Luisito F.C.", "F" Coy, 3rd Middlesex Regt, Hongkong Club.

This to be played on or before 2nd February.

SEVERE SQUALL IN HONGKONG.

HARBOUR SWEEP BY TREMENDOUS GALE.

LIVES LOST AND PROPERTY DESTROYED.

EXTRAORDINARY EFFECTS OF A TEN MINUTES' BLOW.

Hongkong has suffered from such a series of elemental disasters, involving the loss of valuable lives and property during the past few months, that another visitation more or less is viewed with that callousness which is the offspring of fatalism. The storm of wind and rain which broke over the Colony this afternoon did not as a consequence, evoke that extreme curiosity which was aroused on the memorable 18th of September, but had that day never existed the violence of the squall which almost approached tornado force, and caused the death of numerous Chinese and the loss of many native craft, to say nothing of the damage and destruction done to property ashore, would have become a black-letter day in the annals of Hongkong. All the forenoon there had been a brooding in the atmosphere, and in most offices the electric light was turned on early in the day. But as there was nothing to indicate the approach of a whirlwind, and as the air was almost sultry, it could hardly be said that there was any premonition of the coming storm. Just before the tiffin hour, when one o'clock was looming ahead, and the majority of people were preparing for the usual respite from toil, the sky suddenly became overcast and darkness fell over the city. About five minutes to one o'clock the city seemed to be shrouded in a black pall, and it was impossible to see a hundred yards ahead. It became obvious then that some cataclysm of nature was impending and it came with appalling suddenness. The tornado, for it was little less in fury and destroying power, swept up on the Colony from the south. It was accompanied by a blinding downfall which formed an absolute rain curtain and cleared the streets of every description of traffic.

At this time the harbour was crowded with the small native craft and the Chinese who were navigating the sampans, junks and lighters had not the slightest warning of what was in store for them. They were in most cases placidly rowing across the bay, for there was not, prior to the coming of the storm, a breath of wind to ruffle the sails. The thunder storm was heralded by a drizzling shower which rapidly developed into a downpour. Then the wind rose until it was howling through the Colony, driving the rain-drops like bullets in its course. The native boatmen were helpless in its grasp. Indeed, from the moment the rain began to fall, until the black squall was at its zenith could not have exceeded two minutes at the outside. It only lasted some ten minutes, from first to last, but it effectively wrought death and destruction in that short space of time. On all sides, in the central section of the harbour, junks, lighters and sampans were to be seen turning turtle; the harbour was littered with jetsam, and it was feared that there would be another holocaust of life to chronicle.

Acting with a promptitude which was more than commendable and gave practical proof of the lesson learned in the great typhoon, the police authorities commanded every launch they could lay hands upon.

If they did not stand on any ceremony; if a launch had steam up, out she had to go to rescue the crews of the native craft which had been swamped in the sudden onslaught of the gale. The chairman of the Tung Wa Hospital, Mr. Ho Kam Tong, who happened to be in the vicinity of the harbour at the time, immediately gave orders that two launches be lined, the "Kwong" and the "B On", which should proceed to render help to the sinking vessels. In fact there was not a disengaged launch which did not embark on its mission of mercy. Fortunately, the violence of the storm was of such short duration that the sea never became tempestuous, otherwise the loss of life would have been much greater than it proved to be; although the returns as to the casualties cannot yet be considered complete.

Many sampans were literally smashed to atoms against the quay wall while others filled so rapidly that nothing could be done to save them. Junks carrying a full display of sail area had their sheets torn to strips of canvas. One junk simply seemed to be swallowed up in the middle of the harbour, only the top of the mast being visible above the water. At Blake Pier three sampans were lying full of water. Now and then Chinese workers would be met running along the street carrying the inept bodies of children who had been on the point of drowning. Several were carried into the shed of the new Post Office and brought back to life. Right along the Connaught Road praya were wrecked vessels, with crowds watching, and assisting to the utmost of their ability the unfortunate natives. The scene in no way compared with the typhoon's aftermath; but at the same time it was a striking illustration of the dan-

gers which have to be faced by those who go down to the sea in ships.

The amazing feature of the tornado was its extraordinary swiftness and its marvellous velocity. Almost before people had begun to realize that they were in the midst of another disaster and that the mosquito craft in the harbour were being swept to destruction, the storm had passed over and only a thin drizzle was left. But some idea of the fury of the gale may be formed from the fact that the river steamer "Paul Beau", which was moored by five huge cables, was wrenches from her moorings and cast adrift. The great hempen cable looked as if it had been cut by an exceptionally sharp knife; the chain cable was broken but not before the stout wooden pile or bollard to which it was attached had been bodily uplifted and swung on the wharf. The other cables simply parted in two. The vessel drifted away from the pier and what added to her danger was the fact that she had no steam. But the officers and engineers promptly took affairs into their own hands and with the aid of the Chinese boatswain, who worked valiantly, the vessel was swung against the wharf without having sustained the slightest damage. Meanwhile, the steam launches were scouring the harbour with the object of rescuing the drowning and bringing the capsized and sinking craft to the shore. To say that they were wonderfully successful is to tell but half the truth. They did their duty with a will and that the death-roll is not greater may be attributed to the indefatigable and whole-hearted efforts of the Chinese in command of the launches.

What the casualty list will eventually prove to be it is impossible to estimate.

One report has it that at least 20 sampans and lighters foundered opposite Jardine, Matheson & Co.'s premises. Another, on the authority of the captain of the "Ho Ning", who was an eyewitness, states that fully another 20 were wrecked in the centre of the harbour. So that it is a moderate estimate to suggest that 50 junks, lighters and sampans have gone to the bottom. If we put the loss of life at 50 men, women and children we will probably be within the mark.

The theory of the storm approaching the Colony from a south-westerly direction is practically supported by the experience on board the Macao steamer shortly before noon to-day. A European passenger, travelling by the "Tai" this morning, whom our representative interviewed, stated that the passage from Macao was wholly uneventful until approaching the Capsuimoon Pass by the inner route, when torrential rains poured down in a blinding sheet obscuring everything from view. The rainstorm was accompanied by a violent gale of wind which, however, was fortunately of but the shortest duration, lasting not more than about ten minutes. Within an hour of his arrival in Hongkong, the gentleman witnessed the destructive effects of the gale, the precursor of which he had observed at sea. Our informant saw no damage afloat at or around Capsuimoon as a result of the storm.

The most satisfactory feature of the day was the unfailing readiness which all and sundry exhibited when called upon to succour the drowning boat crews. The men of the British warships in the harbour worked like Trojans and with equal success. The Chinese launches could not be held back from endeavouring to locate stricken vessels, and, indeed, there was what may be described as a communal desire and a praiseworthy contest to assist the unfortunate who had been caught in the clutches of the storm.

So far no estimate can be formed as to the extent of the damage resulting from the violence of the gale. Many lighters laden with valuable merchandise have disappeared and, as already noted, the waters of the harbour are strewn with bales of goods and wreckage of every description. It is safe to say, however, that the damage will be found to amount to several thousands of dollars.

THE SCENE AT THE HARBOUR.

LOSS OF LIFE AND PROPERTY.

YEOMAN SERVICE RENDERED BY NAVY AND POLICE.

A sudden and fierce tornado struck Hongkong shortly before the tiffin hour to-day, doing great damage afloat as well as ashore.

Although the day did not dawn bright, there were no indications to show that anything so serious would pass over our island. Shortly before one o'clock this afternoon, a glance in the western direction showed that the sky had become as gloomy and almost as portentous as an artificial storm horizon at the theatre. Below this was a curling and twisting mass of leaden clouds rushing over Green Island. Those who saw this knew that there would be something happening ere long and made for a nearby place of safety. Those who did not will remem-

ber what occurred for a long while. There was not even drizzle to act as a warning to those ashore and afloat; but suddenly the rain came down which such blinding fury as to make it impossible for one to see more than a yard ahead. A strong gust of wind, travelling approximately at the rate of fifty miles an hour, followed soon after, and lasted for about eight minutes, leaving several wrecks in the harbour in its wake. Altogether, we have said, the tornado remained with us between eight and ten minutes, yet in that short space of time the damage that was wrought was equal to a moderate sized typhoon. No mercy was shown to those poor sampans folks who have hardly had time to get over the scale of that memorable day—the 18th September, 1906.

THE DAMAGE ASHORE.

was not so serious as was first anticipated. The roads and byways along the Eastern and Western districts were flooded—in some places nearly knee-deep. Rickshaws by the score were overturned along the Bay East and Queen's Road East, but their fares managed to crawl out unharmed, although soaked to the skin. Public street chairs were blown several yards away from their stand, while glass windows were smashed in many buildings in the city, and trees and plants suffered greatly. As far as we could learn at this late hour there were no casualties on land.

THE FLOATING POPULATION.

as usual were the hardest hit. Practically speaking, little or no damage was done in the Eastern end of the harbour. The damage was from Blake Pier westwards. Two sampans

ran aground near the pier.

Two sampans

TELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

TRAGEDY AT SHANGHAI.

SHIP'S OFFICER COMMITS SUICIDE.

[From Our Own Correspondent.]

Shanghain, 28th January,

10.55 p.m.

McInnes, the second officer on board the steamer *Maori King*, committed suicide on Saturday by shooting himself with a revolver.

MANCHURIA PROVINCE.

PROPOSED VICEROYALTY FOR THE NORTH.

[From Our Own Correspondent.]

Shanghain, 28th January,

10.55 p.m.

It is reported, on reliable authority, that it is the intention of the Chinese Imperial Government to establish a viceroyalty over the province of Manchuria.

[Reuters.]

The Evacuation of Manchuria.

LONDON, 28th January.
Russia has notified China and Japan of her decision to evacuate Manchuria immediately, instead of waiting for the appointed date of the 15th April.

The Kingston Incident.

26th January.
There is a well-authenticated report that Sir James Swettenham has offered to resign.

The German Elections.

There was heavy poll throughout the country. The Socialists have suffered the chief reverses, and it is estimated that they have lost 18 seats, retaining 5 seats in Berlin.

ASSOCIATION DAY SCHOOL.

PRIZE DAY.

At 12th o'clock on Saturday, the annual prize distribution took place at the Chinese Y.M.C.A. Day School. The Chairman of the Association, Dr. Ho Nai Hop, called on Mr. F. O. Leiser, acting headmaster, to report on the year's work. In brief the report of the headmaster was as follows: "This day marks the close of the second year of the Association Day School. We have had 234 school days during the past year with an attendance of seventy-seven students in the Spring term and seventy in the Winter term. The average daily attendance has been fifty. As compared with last year both the enrollment and average daily attendance show an increase of over 10%. The work of the students has been quite satisfactory, the progress in arithmetic has not been as much as was expected, whereas splendid progress has been made in composition, conversation in English, geography, sentence building for beginners, and hygiene. Our instruction in Chinese has been excellent. About the middle of December the headmaster made application to the Inspector of Schools for Hongkong for a grant-in-aid for the Association Day School and recently the Inspector paid our school a visit to ascertain its standing. The Day School will open again on the 4th of March for the school year of 1907; old students will be allowed to enter with the same fees as last year and they will be given preference. New students will be asked to pay an additional fee of \$1.00 for registration. No more than two students will be admitted."

After the report of the headmaster the prizes were then distributed to the following students: 1st class—Wai Kan, and Chuen Ki King; 2nd class—Tang Heung Cheung, Cheung Li U Ming, Ho Hue In, and Lam Ng Fook; 3rd class—Li Hon Wai, Lam Chak Yam, and Lai Lam Fook; 4th class—Tsoi Shai Fan, Cheung Wum Man, Wong Wai Pong, Ling Kwong Kee, and Cheung Shau.

Contributed.

SHIPPING AND MAILS.

MAILS.

Indian (*Namrang*) 1st prox. 6 a.m.
German (*Preussen*) 1st prox. 6 a.m.
Australian (*Eastern*) 2nd prox.
Canadian (*Athenian*) 3rd prox.
German (*Pelus Sigmund*) 6th prox.

The s.s. *Monmouthshire*, left Singapore on 27th inst., and is due here on 3rd prox.

The P. & O. S. N. Co.'s s.s. *Palma* left Singapore for this port on 26th inst., at 2 p.m.

The M. M. Co.'s s.s. *Australian* will leave Singapore at 2 p.m., to-day, for this port via Siam.

The Imperial German Mail s.s. *Sachsen* left Colombo on 26th inst., p.m., and may be expected here on 7th prox.

The C. P. R. Co.'s s.s. *Empress of Japan* left Vancouver p.m. on 27th inst., for Hongkong via the usual Ports of Call.

The N. Y. K. s.s. *Wataka Maru*, European Line, left Kobe for this port via Moji and Shanghai on 26th inst., and is expected here on 4th prox.

The T. K. K. s.s. *Nippon Maru* sailed from Manila for this port at 8 a.m., this morning, and is therefore due to arrive at daylight morning on 9th inst.

The Imperial German Mail s.s. *Preussen*, carrying the German Mails with dates from Berlin of the 1st inst., left Singapore on 27th inst., at 8 a.m., and may be expected here on 4th prox. 8 a.m.

HONGKONG LAND INVESTMENT COMPANY.

The nineteenth ordinary meeting of the shareholders in the Hongkong Land Investment Agency Company, Ltd., was held in the offices of the company, Victoria Buildings, at noon to-day. There were present:—Hon. Mr. W. J. Gresson (in the chair), Sir Paul Chater, C.M.G., M.A.S.M.; H. P. White, N. A. Siebs, A. J. Raymond, D. M. Nissim, A. Haupt (directors); A. Shelton Hooper (secretary); T. F. Haugh, D. K. Moss, J. Orange, Alex. Hodger, H. Percy Smith, A. H. Ough, C. W. May, M. S. Montague and F. E. Ellis.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen.—With your sanction, I propose to take the report and accounts as read. During the year under review, the property market in common with all other markets has suffered from the period of depression which I trust, we are rapidly leaving behind us. The conditions have been such as to preclude the sale of any of our properties and also lots with a reasonable prospect of advantageous development have been submitted to us, the company has not derived any revenue from this branch of its business. A comparison of our assets with the year 1905 shows that the amount advanced on mortgage has decreased by \$44,533, and that a further sum of \$65,038.11 has been spent on developing properties, making our property investments \$6,53,975.75, and that \$5,985,719.91 in 1905. Dealing with profit and loss account the return from that important source of our revenue, "Rents," shows an increase of \$91,138. This in a measure must be considered satisfactory, but I regret to say that in spite of every endeavour we have still a number of vacant tenements, although not so many as a year ago. From the census recently taken, you are aware that there has been a reduction in the Chinese population; there are other causes also which have seriously affected properties, but as we must all hope for the amelioration, if not the removal, of useless restrictions it would appear to be reasonable to anticipate a gradually increased return from Chinese rentals. There is an increase of \$2,80 in commission account. On the debit side of the account you will find interest account and with the withdrawal of funds invested on mortgage it is only to be expected that our revenue under this heading must be a gradually declining one, the actual decrease this year being \$31,891.22. Charge account is practically unaltered, while fire insurance is some \$8,10 more. The cost of repairs increased from \$11,087.21 to \$14,094.36 which is accounted for by the damage done by the typhoon and estimated at about \$6,000. Summarized, the net earnings of the year are \$55,811.23 more than in 1905, if you exclude from that year the \$101,536 derived from profit on "Property and Investments," and this result your directors trust you may consider satisfactory. If any further information is desired, I should be pleased to give it to the best of my ability.

Mr. Moss—I have a few questions to ask.

The Chairman—Then I will move the adoption of the report and accounts.

Mr. Moss—There is an account amongst the assets of \$6,53,975.75. How is it that nothing has been written off for depreciation of property?

The Chairman—The answer to that question is that the property is never written down because anything that is necessary is provided on the other side of the account for depreciation.

Mr. Moss—Well, if your property stands like in the books, what do you think would happen in the case of a fire? Do you think the insurance companies would pay up the full amount? The insurance companies don't pay upon the book value; they pay upon the actual value.

The Chairman—The insurance companies would pay upon the actual value for which we are insured. We are fully insured.

Mr. Moss—I know it is not the custom among fire insurance companies to pay up the full amount for last year and they will be given preference. New students will be asked to pay an additional fee of \$1.00 for registration. No more than two students will be admitted."

After the report of the headmaster the prizes were then distributed to the following students: 1st class—Wai Kan, and Chuen Ki King; 2nd class—Tang Heung Cheung, Cheung Li U Ming, Ho Hue In, and Lam Ng Fook; 3rd class—Li Hon Wai, Lam Chak Yam, and Lai Lam Fook; 4th class—Tsoi Shai Fan, Cheung Wum Man, Wong Wai Pong, Ling Kwong Kee, and Cheung Shau.

Contributed.

THE MORPHIA CASE.

WRIT OF CERTIORARI.

At the Supreme Court, this morning, before a Full Bench, composed of their Honour the Chief Justice, and Mr. A. G. Wise, puisne judges, presiding in a appellate jurisdiction, Sir Henry Berkely, K.C., instructed by Mr. J. Scott Harston, of Messrs. Evans and Harston, moved for an order nisi or Mr. F. A. Hazlewood not issue on why a writ of certiorari should not issue on the motion of Mr. F. A. Hazlewood not issue on why a writ of certiorari should not issue on the motion of the Magistrate to remove into this Court the order by which, on the 4th August, 1905, four cases of morphine of morphine, the property of William Hoffmann, of Shanghai, were forfeited and handed over to the Opium Fariner. An affidavit by Mr. Hoffmann supporting the motion was filed, in which he prayed that the said order of the Magistrate made on the 4th August, might be quashed on the ground that the Magistrate had no jurisdiction, as the morphine of morphine was not "opium" within the meaning of the ordinance.

The order was granted.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.

The Chairman—If you look on the other side of the accounts you will see an amount transferred to mortgage deducted from the accounts payable.

Mr. Moss—That leaves, roughly, \$5,07,000 account payable. What do they consist of?

The Chairman—The difference between the two is really represented by the over-draft on the Hongkong and Shanghai Bank.

Mr. Moss—Oh, I see. That is all I wish to ask.

The Chairman—Are there any other questions?

No other questions being submitted.

Mr. Hough said:—I rise to second the adoption of the report and accounts. The lucid manner in which they have been dealt with by our Chairman leaves me very little to say, but I must echo what has fallen from him in hoping that the drastic laws which are present so encumber and handicap property holders may be considerably modified in the near future. I do not like to say too much about this, looking as we do on the matter as one which may be opened up shortly. We have now sitting a Royal Commission dealing exhaustively with matters concerning

the Imperial German Mail s.s. *Sachsen* left Colombo on 26th inst., p.m., and may be expected here on 7th prox.

The C. P. R. Co.'s s.s. *Empress of Japan* left Vancouver p.m. on 27th inst., for Hongkong via the usual Ports of Call.

The N. Y. K. s.s. *Wataka Maru*, European Line, left Kobe for this port via Moji and Shanghai on 26th inst., and is expected here on 4th prox.

The T. K. K. s.s. *Nippon Maru* sailed from Manila for this port at 8 a.m., this morning, and is therefore due to arrive at daylight morning on 9th inst.

The Imperial German Mail s.s. *Preussen*, carrying the German Mails with dates from Berlin of the 1st inst., left Singapore on 27th inst., at 8 a.m., and may be expected here on 4th prox.

The Secretary read the notice convening the meeting.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.
11 Days YOKOHAMA to VICTORIA. 18 Days HONGKONG to VICTORIA.

PROPOSED SAILINGS.

		(Subject to Alteration).
R.M.S.	Tons	LEAVE HONGKONG ARRIVE VICTORIA
"EMPEROR OF INDIA"	6,000	THURSDAY, February 14th.....March 4th
"ATHENIAN"	3,582	WEDNESDAY, February 20th.....March 16th
"MONTEAGLE"	6,163	WEDNESDAY, February 27th.....March 23rd
"EMPEROR OF JAPAN"	6,000	THURSDAY, March 14th.....April 1st
"TARTAR"	4,425	WEDNESDAY, March 27th.....April 20th
"EMPEROR OF CHINA"	6,000	THURSDAY, April 11th.....April 29th
"EMPEROR"		Steamers will depart from Hongkong at 4 P.M.
		Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA, and VICTORIA, B.C., connecting at VICTORIA with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence & Co. via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. " £42.

R.M.S. "MONTAGUE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Looked through to all points AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China

Corner Pedder Street and Praya.

Hongkong, 21st January, 1907.

INDO-CHINA STEAM NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE and SOURABAYA	HOPSAVG.	THURSDAY, 31st Jan., 3 P.M.
MANILA	YUENSANG*	FRIDAY, 1st Feb., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG*	WEDNESDAY, 6th Feb., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 28th January, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	TAMING*	29th January, 4 p.m.
SHANGHAI	SHAOHSING*	1st February,
CEBU and ILOILO	SUNGKANG*	5th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIYUAN*	11th
YOKOHAMA and KOBE	TSINAN	12th

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

1 Taking Cargo on through Bills of Lading to all Yangtse and Northern China Ports.

1 Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th January, 1907.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 2nd Feb., at Noon.
RUMI	2540	R. Almond	"	SATURDAY, 9th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th January, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship

"LOWTHER CASTLE" The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE

PASSENGER SERVICE.

BY the new steamers "RHENANIA," "HANSBURG," and "HOHENSTAUFEN," These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH, in addition to the above steamers, the s.s. "SILSIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.	SCANDIA	HANSBURG	RHENANIA	HOHENSTAUFEN	SILESIA	SCANDIA	BRASILIA	HANSBURG
5th February.	5th February.	3rd March.	1st April.	30th April.	8th February.	15th February.	12th March.	5th April.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.	SILESIA	SAMBIA	SAXONIA	SLAVONIA	SCANDIA	BRASILIA	HANSBURG	Call at Lisbon.

[3]

Consignees.

NOTICE TO CONSIGNEES
THE P. & O. S. N. Co.'s Steamer
"DEVANHA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Britannia.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' agent, or the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns, and all Goods undelivered after the 20th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognised.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON Co., Agents.

Hongkong, 22nd January, 1907.

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TO LET.

1. FOUR-ROOMED HOUSES AT PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO.

Hongkong, 2nd January, 1907.

[72]

TO LET.

2. SIN TAK FAN.

Hongkong, 19th January, 1907.

[137]

TO LET.

3. FOUR-ROOMED HOUSES AT PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO.

Hongkong, 2nd January, 1907.

[72]

TO LET.

4. SIN TAK FAN.

Hongkong, 19th January, 1907.

[137]

TO LET.

her 6-inch guns, her best shot being First Class Petty Officer W. Bell. The *Diadem* was in the third place, with 826 points, accounting for 88 hits out of 108 rounds, her best gunlayer being Able Seaman A. Smith. The *Andromeda* fell off to 7740 points, her score being 83 hits out of 109 shots. The best shot aboard her was Private R. W. Winsor, Royal Marine Light Infantry. The *Floyd* stands fifth in the list with 6460 points to her credit, made up of six hits in eight rounds from her 6 in. guns, and 42 hits out of 83 rounds from her 47 mm. guns. In the first, Private Garsdon, Royal Marine Light Infantry, made the best shooting; and in the second, Able Seaman Burnett made the best score. The *Hornmouth* occupies the foot of the list with the indifferent score of 6000 points, made up of 47 hits out of 83 rounds from her 6 in. weapons. In all, 603 shots were fired and 461 hits registered, which works out at an average for the squadron of 82.28. This is a great improvement from last year, when the average for 14 ships was only 65.05, and in addition the squadron has risen from the seventh to the sixth place for straight shooting. Yet that is a good bit from the head of the list, where we hope to see it next year.

BRIDGE A NECESSITY.

LADY PROFESSOR CLAIMS THAT IT HAS NO RIVAL.

Bridge having become elevated to the status of a social necessity, the need of an efficient teacher of the game has arisen in its train. Mrs. Susie, a lady who has made the satisfaction of this need a profession, told a *Morning Leader* representative her idea of teaching bridge was the result of noticing how essential a knowledge of the game was nowadays to everybody in Society. Folks could not, she found, get on without it; and the justice of her observation was well confirmed by the fact that since the day she advertised she has never been without pupils.

TOO MUCH TALK.

"The pupils are mostly ladies."

"Does that signify that, ladies are naturally less proficient than men?" asked the "Leader" representative.

"Oh, no. If they would only talk less," said Mrs. Susie, smiling at her sex's weakness, "they would be much better players than they are, for bridge is a serious game, you know, and ought to be treated accordingly."

The quietest pupils, Mrs. Susie finds, are the younger generation, who have been accustomed to cardplaying. People who begin well in life find it difficult to pick up.

My best pupil is a young married woman, who is a perfect wonder! She has only had six lessons, but she is already one of the best bridge players I ever met. Germans are quicker learners than anyone else. French and English people are much on a level. A girl of 14 is another of my best pupils; but as a general rule I do not like to teach children. It goes against the grain, I think, to see children at cards."

THE INDIVIDUAL ELEMENT.

The main idea of Mrs. Susie's system of instruction is to encourage her pupils to use their brains and to develop an individual game. "Of course," the lady remarked, candidly, "some people have no brains. They are just stupid, and could never learn till their dying day!"

Her comment upon the suggestion that bridge was perilous to the morals was simply—"Fiddles." "I do not believe," she said, "in those stories of bridge depravity at country house parties. People will bet on anything and everything, and there is no more gambling at bridge; taken as a whole, than at other amusements. At my instruction and practice classes I do not allow stakes at all."

Mrs. Susie is a whole-hearted champion of the game. "Speaking for myself, I love it!" she declared, and stoutly denied that teaching the game all day long bored her one little bit.

IN UNKNOWN TONGUE.

MRS. DISCOVERED BY DR. STEIN IN KHOTAN.

Bombay, Dec. 25.

Further news, which has now reached here with regard to Dr. Stein's exploration of Khotan, shows that the excavations at the ruined temple of the Hangay Tuti resulted in the discovery of many interesting small terra cotta reliefs, which once decorated the temple walls.

The style of these sculptures is plainly derived from models of Greco-Buddhist art, and agrees closely with that of the Cawat reliefs, dating approximately from the fifth or sixth century A.D.

A specially noteworthy feature of the sculptural remains which have been recovered is the prevalence of richly gilt plates. This strikingly confirms the hypothetical explanation given by Dr. Stein of the origin of leaf-gold, namely, that it was obtained by washing from the culture strata of the old Khotan capital at Yatkan.

MSS. IN AN UNKNOWN LANGUAGE.

Proceeding to the ruined sites east of the Khotan oasis, Dr. Stein examined the Khadalk site, where he recovered a large number of paper manuscripts in Sanskrit, Chinese, and the unknown language of old Khotan. The great majority of the manuscripts contain portions of Buddhist texts, which have been deposited as votive offerings.

The style of the remains of stucco-reliefs, frescoes, and painted panels made it highly probable that the shrine belonged to the same period as the temples excavated by Dr. Stein at Bandan Niliq, that is to say, the latter portion of the eighth century A.D.

CHINESE COPPER COINS.

The subsequent discovery in a second shrine close by of stringed rolls of Chinese copper money supplied definite numismatic proofs of the identity of date. The same sample also yielded portions of Sanskrit manuscripts on birch bark, which were of far earlier date and had no doubt been imported from India.

There were further discovered some excellently preserved large rolls bearing Buddhist text in Chinese, and having on the reverse side what was evidently a translation into the unknown language of old Khotan. It may prove that these will form the long-desired clue whereby the latter language may be deciphered.

Shipping.

Arrivals.—
Providence, Nov. 22, 603. 1. Skarrebo, 25th Jan.—Hongkong 23rd Jan., Coal.—Wallen & Co.
Bingo Maru, Jap. a.s., 187. F. L. Sommer, 26th Jan.—Antwerp 9th Dec. and Singapore 2nd Jan.—Gen.—N. Y. K.
Amiral Fourchon, Fr. a.s., 3185. Blanchard, 26th Jan.—St. Gouin 14th Jan., Gen.—M. M.
Patroclus, Br. a.s., 3148. W. R. Bailey, 27th Jan.—Shanghai 24th Jan., Gen.—B. & S.
Yingchow, Br. a.s., 115. Fraser, 27th Jan.—Dahy 15th Jan., Gen.—B. & S.
Lock Sun, Ger. a.s., 120. W. Taubert, 27th Jan.—Bangkok 20th Jan., Rice and Wood.—B. & S.
Pronto, Nor. a.s., 1920. Seeborg, 27th Jan.—Haiphong via Hoihow 26th Jan., Gen.—A. R. M.
Germania, Ger. a.s., 174. H. Lorenzen, 27th Jan.—Surabaya 15th Jan., Gen.—J. & Co.
Kwangtze, Ch. a.s., 1468. R. Lincoln, 28th Jan.—Shanghai 25th Jan., Gen.—C. M. S. N. Co.
Carl Diederichsen, Ger. a.s., 774. H. Schlakier, 28th Jan.—Haiphong and Hoihow 27th Jan., Gen.—J. & Co.
China, Aust. a.s., 316. G. Damianovich, 28th Jan.—Japan and Shanghai 25th Jan.; Gen.—S. W. & Co.
Chowta, Ger. a.s., 1055. P. Hermetz, 28th Jan.—Bangkok 18th Jan., and Swatow 17th, Rice and Wood.—B. & S.
Thorsen & Co.
Trotter, for Moji.

Clearances at the Harbour Office.

Shouku Maru, for Swatow.
Hoipang, for Canton.
Kewang, for Bangkok.
Promitheus, for Swatow.
Admiral Fourchon, for Shanghai.
Dots, for Ningpo.
Prima, for Saloon.
Yingchow, for Canton.
Totti, for Moji.

Departures.

Jaslin Maru, for Swatow.
Chuntung, for Hongkong.
Jan. 28.
Ager, Fr. cruiser, for Practice.
Rino Maru, for Kobe.
Protot, for Bangkok.
Totti, for Moji.
Hoipang, for Canton.
Spesia, for Colombo.

Passengers arrived.

Per Bingo Maru, from Antwerp, &c. for Hongkong—Messrs. H. J. Hay, T. Honjo, Miss Hose, Messrs. Itoho, G. McLean, and Y. Hoshino. From Kobe—Mr. S. Fukui. For Yokohama—Prof. J. Matsumura, Messrs. K. Tange, T. Minamizawa, T. Ide, T. Fujita, G. Yamazaki, Mrs. K. Tamai and 3 children, Messrs. K. Homma, F. Hart and K. Funahashi. Per Kweangze, from Shanghai—Misses Lyon Fair, Mrs. Bertram and child, Mr. Birquist, Masters A. and W. Simpson, Mr. Mitchell, and 12 Chinese.

Passengers departed.

Per Rimpire, for Australian Ports—Capt. J. Andrade, Messrs. A. Ayres, Brunning, M. Carasco, A. Claudio, J. Cordeiro, J. Duarte, Goncalves, Miss Helms, Mr. and Mrs. B. Matheus, Mrs. M. Merdes and 2 chilren, Mr. F. Miguel, Mr. and Mrs. J. de C. C. Moura, Rev. S. N. Nazareth, Messrs. A. P. de Oliveira, A. Paschoal, Major C. S. Paton, Mr. A. Pereira, Sister S. Pimentel, Mrs. Sampson and child, Rev. M. A. da Silva, Mr. M. da Silva, Sister I. Siqueira, Messrs. Watt, J. Wilkins, and Miss J. C. Wilson.

Per Rubi, for Manilla—Mrs. Hopkins, Mr. and Mrs. Parkhurst, Mrs. Carpenter, Mr. and Mrs. Macrae, Messrs. Ferguson, E. B. Annesley and Bonita.

Shipping News.

Sir China from Japan, etc.—Rain and fog, NE wind prevailing.

Sir. Kwangze from Shanghai—There to White Dog, light NW winds and fine, hence to Ockseu thick fog, hence to poor moderate N'ly winds and fine.

Sir. Patroclus from Shanghai—Light winds and fog. On 25th inst. at 10 p.m. Tung Yung Lighthouse bearing N. 24° W., distance 15 miles passed submerged rock stern above water, no mast.

Vessels in Port.

STEAMERS.

Antiochus, Br. a.s., 5706. G. D. Keny, 25th Jan.—Tacoma 26th Dec., Gen.—B. & S.
Borneo, Ger. a.s., 1314. F. Semilli, 21st Jan.—Sandakan 17th Jan., Tinber—M. & Co.
Bourbon, Fr. a.s., 990. Le Ball, 22d Jan.—Siagon 20th Jan., Rice—Man Fat.
Chip Shing, Br. a.s., 1199. G. S. Weigall, 26th Jan.—Bangkok 19th Jan., Rice—J. M. & Co.
Empress of India, Br. a.s., 3032. E. Beetham, R.N.R., 14th Jan.—Vancouver (H.C.) 25th Dec., and Shanghai 11th Jan., Mail and Gen.—C. P. R. Co.
Frithjof, Nor. a.s., 801. H. A. Haraldsen, 19th Jan.—Tourane 17th Jan., Gen.—Aagaard, Thoresen & Co.
Gregory Apcar, Br. a.s., 2061. S. H. Belsen, 24th Jan.—Calcutta 8th Jan., via Penang and Singapore 18th Jan., Gen.—D. S. & Co. Ltd.
Ichang, Br. a.s., 1231. W. L. Jones, 16th Jan., Hongay 8th Jan., Gen.—B. & S.
Indralee, Br. a.s., Easterbrook, 19th Jan.—Sydney 24th Dec., Coal—T. & Co.
Johnstone, Ger. a.s., 912. Ipland, 25th Jan.—Deli 21st Jan., Penang 1st, Singapore 5th, and Holbow 26th Gen.—J. & Co.
Kaifong, Br. a.s., 692. E. Finlayson, 15th Jan.—Cebu and Ilolo 10th Jan., Sugar—B. & S.
Kaga Maru, Jap. a.s., 3601. M. J. Curnow, 20th Jan.—Seattle, Wash. U.S.A. 21st Jan., Flour and Gen.—N. V. K.
Kowloon, Ger. a.s., 2356. H. Stehr, 26th Jan.—Canton 25th Jan., Gen.—S. & Co.
Loosok, Ger. a.s., 1024. G. Schulz, 23rd Jan.—Bangkok 14th Jan., and Anghin 15th, Rice and Wood—B. & S.
Macnew, Ger. a.s., 996. R. Zoller, 25th Jan.—Vunyo Bay 2nd Jan., Ballast—B. & S.
Manila, Ger. a.s., 1108. J. Petersen, 24th Jan.—Sydney 21st Dec., Gen.—M. & Co.
Marie, Ger. a.s., 1169. G. Petersen, 24th Jan.—Mauritius 9th Dec., Suar—Nam Wijz.
Mongolia, Am. a.s., 8750. R. H. Hathaway, 10th Jan.—San Francisco 21st Dec., Honolulu 28th, Yokohama 1st Jan., Kobe 13th, Nagasaki 15th, and Shanghai 17th, Mail and Gen.—P. M. S. S. Co.
Montego, Br. a.s., 5955. S. Robison, 14th Sept.—Vancouver 20th Aug., and Shanghai 17th Sept., Flou, Lead and Gen.—C. P. R. Co.
Neil Macleod, Am. a.s., 1001. E. Corral, 16th June—Manila 16th June, Ballast—Barrett & Co.
N. S. de Rosario, Am. a.s., 715. M. Lopez, Balboa, 14th June—Manila 9th June, Balboa—Herrero & Co.

Liquometer.

Temperature

Humidity.

Rainfall

Nord, Nor. a.s., 4. Hambleton, 14th Jan.—Hoilo, P.I. 9th Jan., Sugars and Sapwood—Aagaard, Thoresen & Co.
Phuyen, Fr. a.s., 1. Vo Buaon, 21st Jan.—Saigon 16th Jan., Rice—B. & Co.
Prins, Nor. a.s., 761. B. A. Meyer, 22nd Jan.—Mororan, (Japan) 12th Jan., Slipper—Wallen & Co.

Prometheus, Nor. a.s., 1013. O. Korstenessen, 22nd Jan.—Bangkok via Swatow 1st Jan., Gen.—N. Y. K.

Riverton, Br. a.s., 115. T. H. Whiteley, 24th Jan.—Cardiff 3rd Dec., Coal—Admiralty.

Sanogo, Fr. a.s., 185. Blanchard, 26th Jan.—St. G. 1st Jan., Gen.—M. M.

Sorogon, Fr. a.s., 1348. Blanchard, 26th Jan.—St. G. 1st Jan., Gen.—M. M.

Troon, Br. a.s., 3148. W. R. Bailey, 27th Jan.—Haiphong 23rd Jan., Gen.—B. & S.

Vingo Maru, Jap. a.s., 187. F. L. Sommer, 26th Jan.—Antwerp 9th Dec. and Singapore 2nd Jan.—Gen.—N. Y. K.

Amiral Fourchon, Fr. a.s., 3185. Blanchard, 26th Jan.—St. G. 1st Jan., Gen.—M. M.

Walloen & Co.

Yingchow, Br. a.s., 115. Frasier, 27th Jan.—Dahy 15th Jan., Gen.—B. & S.

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Lock Sun, Ger. a.s., 120. W. Taubert, 27th Jan.—Bangkok 20th Jan., Rice and Wood.—B. & S.

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Yingchow, Br. a.s., 115. Frasier, 27th Jan.—Bangkok 20th Jan., Rice and Wood.—B. &

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

THE S.S. "OCEANIEN."

Captain Magnen, will be despatched for MARSEILLES on TUESDAY, the 5th February, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Vera* bound for Marseilles via Bombay and Aden.

Passage tickets and through-Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. *Tourane* 19th February.

S.S. *Tonkin* 5th March.

G. de CHAMPEAUX,
Agent.

Hongkong, 23rd January, 1907. [10]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing

Shawmut ... 9,606 E. V. Roberts 5th Feb.

Tremont 9,606 T. W. Garlick, 26th Feb.

*Lyra** 4,417 (H.C. Armstrong)

*Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steeliness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information apply to

EDDOWELL & CO., LIMITED

-General Agents.

Queen's Buildings, Hongkong, 12th January, 1907. [11]

NORDDEUTSCHER LLOYD, BREMEN
NOTICE.

FOR KUDAT AND SANDAKAN.
Taking cargo at through routes to Tawau, Lahad Datu, Labuan, Jolo, Manado and Zamboanga.

THE Steamer

"BORNEO,"

Captain F. Sembil, ready to load To-day, the 28th January, will leave TO-MORROW, the 29th January.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

Agents.

Hongkong, 28th January, 1907. [14]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamer

"GREGORY ARGAN."

Captain S. H. Benson, will be despatched for the above Ports, TO-MORROW, the 29th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly qualified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED

Agents.

Hongkong, 28th January, 1907. [14]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

FROM PORTS AND SUZU CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK.

S.S. "SIKU" 9th February.

S.S. "MUNCASTER CASTLE" 12th March.

For Freight and further information, apply to

EDDOWELL & CO., LIMITED

Agen-

ts.

Hongkong, 21st January, 1907. [16]

SHIRE LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamer

"GLAMORGANSHIRE"

will be despatched for the above Ports, on or about the 20th February.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 17th January, 1907. [130]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, CALLAO and IQUIQUE, VIA JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

THE Steamer

"KASATO MARU," 6,000 tons,

Captain W. C. T. S. Filmer, will be despatched as above, in April, 1907.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried. For further information apply to

K. MATSUDA,

Manager,

York Building,

Hongkong, 27th December, 1906. [115]

Intimations.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,

OR
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

One Case, One Case:
Qts. Pts.

\$21.50

19.00

16.00

19.00

12.00

10.00

19.00

13.00

19.00

19.00

15.25

38.50

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906. [35]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

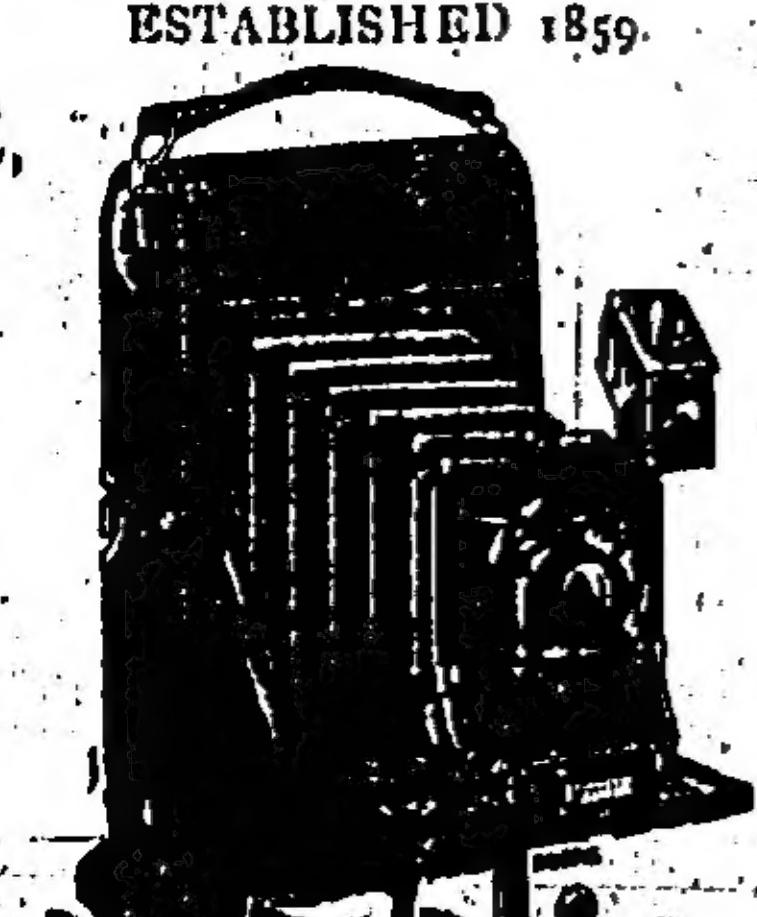
DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

&c. &c. &c.



EASTMAN'S

KODAKS, FILMS.

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

STOCKS	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	LAST REPORT ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.		CLOSING QUOTATION.
							Last Dividend.	Approximate Present Quotation, Based on last year's div.	
BANKS.				\$1,000,000 \$10,250,000 \$10,000 \$1,273,731 \$10,000,000	\$1,712,472	£1.15/- @ £x. 2/1 = \$16.47 for first half-year 1906	48%	\$95 sellers London 2/107	
Hongkong & Shanghai Banking Corporation	50,000	£125	£125						
National Bank of China, Limited	90,925	£7	£6						
MARINE INSURANCES.	10,000	£250	£50	\$1,675,000 \$20,000,000	\$233,638	\$20 for 1905	68%	\$205 sellers	
Canton Insurance Office, Limited	10,000	£15	£5	Tls. 100,000 Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30/6 1906	6%	Tls. 80 sellers	
North China Insurance Company, Limited	10,000	£15	£5						
Union Insurance Society of Canton, Limited	10,000	£260	£100	\$331,131 \$61,278 \$60,000 \$15,527	\$2,792,271	Interim div. of \$30 for 1905	5%	\$160 buyers	
Yangtze Insurance Association, Limited	8,000	£100	£60						
FIRE INSURANCES.	20,000	£100	£20	\$1,000,000 \$220,488 \$20,016	\$344,098	£6 for 1st Q4	68%	\$195 buyers	
China Fire Insurance Company, Limited	20,000	£100	£20						
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	\$1,220,928	\$422,618	£25 for 1904	68%	\$175 buyers	
SHIPPING.	30,000	£25	£4	\$6,000 \$264,638 \$93,562	\$6,563	£1 for 1905	7%	\$22 buyers	
China and Manila Steamship Company, Limited	70,000	£50	£50						
Douglas Steamship Company, Limited	10,000	£15	£15						
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	£10	£10	\$120,000 \$280,585	\$2,412	£0.5 @ ex. 2/1 = \$1.60	54%	\$86 buyers	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10						
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50			</			